

THE EVENING MISSOURIAN

(MEMBER OF ASSOCIATED PRESS)

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AN AGRICULTURAL MOSES

In Northeast Missouri they call him "An Agricultural Moses"—his name is Rudolph Miller. The era he prophesied twenty years ago is here and those who believed in him and his teachings and followed him are now in the Land of Promise.

Miller came from Denmark; he found the creamery business about played out in Missouri. Cows were all right—every farmer should have one or two. The farmer's wife and his daughters could look after the milk and butter, but for a farmer to fool with cows was a waste of time.

Miller began preaching the doctrine of restoring fertility to the worn-out soil, and incidentally restoring the bank account of the farmer, by selecting high grade stock and starting dairy farms. Some of the farmers ventured into the new field by buying a few dairy cows. Then the Northeast Missouri Industrial and Agricultural Association was started.

The officers of the association visited prosperous agricultural centers and wrote to agricultural experts. From all sources came reports backing up Miller's doctrine. Then the farmers listened to the "Agricultural Moses" in earnest and made generous investments in high grade cattle.

In the last twelve months the farmers of Northeast Missouri have purchased more than 1,500 first-class dairy cows and have organized twenty-five calf clubs to interest the boys in raising dairy stock. Now a fund of \$10,000 has been raised to promote the dairy interest of the section.

This "Moses" came from far-away Denmark, where the farmers raised dairy cattle intensively and became experts. The Missourians listened, doubted, listened some more and then tried; now they believe.

Broadway being free from cars and wagons parked along the curb, it would be advisable to clear Eighth and Tenth streets, between Walnut and Broadway. Eighth and Tenth streets are busy streets and only half as wide as Broadway. Moving vans and express wagons are backed up against the curb on Tenth street and allowed to blockade much of the street.

The coal supply has been investigated, the coal dealers interrogated, the coal kings intimidated (?), the coal user exasperated; and when we need coal we order it and pay the price asked.

In only one respect are we all alike, and that is we are all different. That's the reason the world's at war today.

Next to good schools, good roads are undoubtedly the greatest co-operative and knowledge promoting factors in a community.

In spite of the high cost of living, the fat people seem as fat as usual.

THE PRO-AMERICAN

The American people today hear much of the terms, Pro-German, Pro-British and similar expressions. The terms have been used almost since the beginning of the war and have represented to some people a loyalty to the United States, to some a regard for one country at war in discrimination against another, but to many a split in sentiment carrying with it a favoring one country without proper consideration for the United States.

After all, why a Pro-British, a Pro-French or a Pro-Russian, even though it is a fact that this country is at the present time an ally of these three powers? They are not primarily, or even in a lesser sense, Pro-American, except as they must be in a mere business agreement. True they are and were friendly to this government, but not for a minute were they so except when it was to their own best interests to be friendly.

The United States is a world power fully deserving of a place along with England, France and Russia. Her navy, army, resources, all may be favorably compared with those of any nation. Why, then, an apparent looking up to the European powers? Why the term Pro-British, Pro-French, as applied to any American? In the

present critical situation any true and loyal citizen of the United States is first and last Pro-American. Let us hear less, then, of the Pro-British and the Pro-French. And always let it be the Pro-American.

As The Pages Turn

Canadian Annual Review.
A most authoritative and comprehensive book on present day Canada is the Canadian Annual Review of Public Affairs for 1916, just issued by the Annual Review Publishing Co. of Toronto. It is edited by J. Castell Hopkins. The contents include accounts of Canada's participation in the world war, of the British empire in the war, of the United States in the war, of professional affairs in the various provinces of Canada, of general transportation and miscellaneous affairs and special financial supplement with consideration of the finances of Canada. He who would know present day Canada should give much time to this remarkably well prepared volume.

COUNTY CHURCH CONVENTION

Convention of Christian Members Begins Tonight.
A convention of all the Christian churches of Boone County will start tonight at Dripping Springs, continuing all day tomorrow and tomorrow night. The program for the meetings follows:

Tonight.
7:30—Devotional Bible Study—Bruce L. Melvin.
8:00—Address—Prof. C. C. Taylor.
Tomorrow Morning.
9:30—Devotional Bible Study—Dr. John Wesley.
9:45—President's Address and Appointment of Committees—A. C. Hulen.
10:00—"The Rural Sunday School of Tomorrow"—Prof. W. C. Gibbs.
10:20—"A Young People's Society for the Rural Church"—Rev. E. S. Priest.
10:40—"The Boys' and Girls' Clubs"—Prof. R. H. Emberson.
11:00—Reports from the churches.
11:20—County Superintendent's report.
11:40—Treasurer's report and business.
12:10—"The County and the District"—Superintendent J. B. Weldon, Sixth District.
12:30 p. m. to 1:30 p. m.—Basket dinner.

Tomorrow Afternoon.
1:30—Devotional Bible Study—Rev. F. W. Allen.
Christian Women's Board of Missions Session.
1:45—Devotional—Mrs. R. F. Turner.
Song—"Onward, Christian Soldiers." Business—Election of officers; report of secretary and treasurer. Roll call and report of Auxiliaries. Map Drill and Statement of Facts—Mrs. D. A. Robnett, President County Work.

"Looking Forward—Work in County in Next Five Years"—Mrs. J. J. Phillips.
State and National Aim for the Next Five Years and Slogan (in concert).
Special music (to be supplied).
Ten-Minute Talk—"Morning Watch"—Mrs. E. S. Priest.
Report of nominating committee.
Address—"Emphasizing Necessity of Spiritual Foundation"—Mrs. L. W. St. Clair-Moss.
Song—"America."
C. W. B. M. Benediction.
3:45—Address—"The Larger Task of the Churches"—Superintendent J. B. Weldon.

Tomorrow Evening.
7:30—Devotional Bible Study—Rev. Egan Herndon.
8:00—Sermon—Dean G. D. Edwards.

National Livestock Market.

NATIONAL STOCK YARDS, EAST ST. LOUIS, Ill., October 1, 1917. The livestock market for today was as follows:
Hog receipts—6,500.
Market, Steady.
Lights, \$18.00@19.40.
Pigs, \$16@18.25.
Mixed and butchers, \$18.50@19.50.
Good heavy, \$19.00@19.60.
Bulk, \$18.50@19.50.
Cattle receipts—8,000.
Market, Steady.
Native beef steers, \$8@17.50.
Yearling steers and heifers, \$7@16.
Cows, \$6@10.
Stockers and feeders, \$6.50@10.
Texas quarantine steers, \$6.75@10.50.
Prime Southern beef steers, \$9@12.75.
Beef cows and heifers, \$6@10.
Prime yearling steers and heifers, \$7.50@10.
Native calves, \$5.75@15.50.
Sheep receipts—1,200.
Market, Prospects Higher.
Lamb, \$11@17.
Ewes, \$10.50@11.
Wethers, \$10.50@12.50.
Tanners and Choppers, \$5@7.

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WAR IMPROVES TRAIN SERVICE IN ENGLAND

Standardization of Rolling Stock Is One of Many Results.

PLATFORMS WIDER
Rural Stations Are Rebuilt to Expedite Entraining of Troops.

(Correspondence of the Associated Press)
LONDON, Sept. 29.—One of the greatest of war efforts has been in the department of railway transport, both at home and abroad. Very little has been said about this work, perhaps because it has gone on steadily, silently and unobserved. Some time ago Aristide Briand, then premier of France, visited a great railway workshop behind the British lines in France. "The great fault I have to find with you English," he said upon that occasion, "is that you do enormous things, but nobody has any idea of what you are doing."

At home, the war has put a tremendous strain on the railways. It was an instance of Britain's military unpreparedness that military and strategic considerations found no place before the war in her railway systems and management. The railways lacked uniformity. For example, there were three different types of air-brake in use, so that rolling stock of different companies often could not be made up into one train. The width of cars and the clearance space between tracks varied considerably. Very few stations had adequate platform accommodation for rapidly entraining troops.

Old Platforms Replaced.
During the three years of war, much progress has been made under government control of the railways toward standardization and such reconstruction as was feasible to remedy the most serious shortcomings. This is frequently noticeable at rural stations, where platforms of the type most suitable for military use have replaced the old suburban platforms and given a military air to the otherwise peaceable countryside.

The proper platform for entraining troops is a wide one running the whole length of the longest train. From such a platform troop trains can be loaded at the rate of one an hour, and this rate can be improved upon with practiced troops. Where a railway station possessed the most up-to-date platform facilities, such as all British stations will have by the time the war is over, it is possible to load two train simultaneously, and such a station is called, in military parlance, a "half-hour station." At an ordinary

old-fashioned wayside station it is often necessary to allow two hours. Entraining is the ruling factor in calculating troop movements, since detraining does not take quite so long.

Capacity of Lines.
The maximum normal capacity of a double-tracked line of railway in England is figured by the military specialists at six trains per hour each way. In the early days of the war, the trains containing the British expeditionary force were run into the docks at intervals of twelve minutes, or at the rate of five per hour. On a single-track line, three trains hour can be worked each way. The principle adopted in moving troops by train is that each train load should be a complete subdivision of a military unit. The size of such a train load is definitely limited by the

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number of coaches of which a train can be made up with safety. An ordinary infantry battalion makes about two train loads.
During five days when the first British expeditionary force was being moved to France, 900 trains were run loaded with troops and as many returned empty, giving an average of

360 trains a day employed in the movement of troops alone. In the first year of war, moves were made overseas of 100,000 officers, 2,536,000 of other ranks and 542,000 horses. These figures include cross-channel traffic and all other moves made by sea. Figures for later years, presumably larger, are not available.

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